

U. S. GOVERNMENT REFUSES COAL TO NEUTRAL SHIPS.

A final move to prevent supplies from reaching Germany from the outside world was taken on Thursday by the American Government in deciding to refuse coal to neutral ships carrying supplies from South America to the Northern European neutral countries, unless their cargoes are inspected in American ports.

In making known the decision the Exports Administrative Board announced that it would apply the provisions of the Exports Control Act, which gives the Government the same supervision over ships' bunkers that it has over the exportation of goods generally.

The step was taken with the approval of all the Allies, who will co-operate by enforcing similar regulations. It follows closely Great Britain's declaration of a complete embargo against the Northern European neutrals, which was designed to strengthen the embargo already put into force by the United States.

In a statement accompanying the announcement, the Exports Board makes it clear that the present absolute embargo against the European neutrals is not necessarily permanent, and that a final decision as to a policy will not be made until information as to the neutrals' actual requirements is obtained. The general understanding has been that the neutrals will be fed, but that they will receive no more supplies than actually are necessary, and that none will go forward until proper assurances are received as to neutral exports to Germany.

Some Latin-American countries are exporting freely to the European neutrals. In deciding to cut off bunker coal to ships engaging in this trade, the United States is within its rights under international law, as it can do what it will with its own commodities. For some time there has been a tightening up on the export of coal to South American countries in an effort to cut off supplies to German-owned public utilities concerns, which, it has been charged, have supplied funds for German propaganda in this country.

GERMANY'S RESTRICTED FIELD.

South American countries are the only nations in the world left in which Germany has a chance to obtain foodstuffs and other necessities through the border countries. With this source cut off, Allied statesmen feel that the ring around Germany is drawn so tightly that the economic pressure, reinforcing the Allies' ever-growing superiority, will make the German people see that their cause is hopeless.

In announcing the bunker decision, the Exports Board statement said in part:

"While the Board has no means, and does not purpose, to prevent trade between other neutrals and the border neutrals, it is nevertheless in a position to state that if vessels wish to use the coal of the United States, they should not be permitted to apply our coal to the prosecution of a voyage which will result in supplying or assisting to supply the enemy with foodstuffs or feedstuffs or any other commodities.

"Numerous cases have been presented to the Board where vessels have touched at a United States port en route to a border neutral, and carrying cargo which did not originate in the United States, but which is destined for a border neutral and will undoubtedly accrue to the benefit of the enemy. This causes a serious embarrassment, and to avoid such embarrassment the Board has adopted a policy calculated to prevent such cases arising in the future.

"This policy consists in stipulating that a vessel en route to non-European neutrals which touches at a United States port for bunker coal shall not be permitted to have bunker coal for the voyage unless she will agree to return to the United States with cargo which would be approved by the Board or which is destined for a country other than a border neutral. The Board is anxious to assist neutral vessels in continuing their service to South American and other non-European ports; but pending receipt of the complete information which has been solicited from the border neutrals, with respect to their resources and requirements, the Board feels that it can properly pursue no other policy than the one outlined."

TORONTO RAILS' RECEIPTS.

Toronto Street Railway receipts in September were \$534,007, as compared with \$506,620 in September, 1916, while the city's share was \$42,560, as compared with \$40,529 a year ago.

CATTLE INDUSTRY AIDED BY GOVERNMENT.

The Hon. Martin Burrell, Minister of Agriculture, in a statement issued to the Canadian Press, Ltd., at Ottawa, on October 4, outlines a co-operative plan reached between the department and Canadian railways. The aim of the scheme is to prevent depletion of Canadian breeding and feeding stock, ensure the feeding of livestock in Canada, and secure the return of feeding and breeding stock to the farms. It comprises:

(A) A re-distribution policy which will provide for the movement of stock from areas where feed is light to areas where feed is plentiful.

(B) Free freight policy in connection with the transportation of breeding cattle and breeding sheep.

(C) Fifty per cent rebate of the freight rate on carload shipments of feeding cattle from Winnipeg to country points in the eastern provinces.

(D) Free shipment of carloads of breeding sheep and lambs from Toronto and Montreal to the West.

Mr. Burrell outlines the plan as follows:

The Canadian railways have agreed to issue a special tariff in connection with the transportation of car loads of breeding cattle and of breeding sheep. Under this tariff the railways will rebate 25 per cent of the regular freight rate, while the Minister, on behalf of the Government, has agreed to pay the remaining 75 per cent. The tariff will be applicable in both Eastern and Western Canada in connection with the return of car loads of breeding stock from the central stock yards to country points.

The shipper will be required to make a declaration that he is a bona fide farmer, and that the stock so returned is for his own use or that of his neighbors' and is for breeding purposes only.

In view of the fact that feed conditions in Eastern Canada are so satisfactory, and the demand for feeding cattle so general, the Minister has agreed to pay 50 per cent of the freight rate in connection with the shipment of car loads of feeding cattle from the Winnipeg stock yards consigned to country points in the eastern provinces.

An arrangement has been effected between the department and the Canadian railways as a result of which car loads of breeding sheep and lambs from the Toronto and Montreal stock yards will be shipped to Western Canada, freight free.

The car lot policy which has been operating in Western Canada for the past year will be continued. Under its conditions, bona fide farmers or their agents desiring to obtain car loads of feeding and breeding cattle or sheep at the three western stock yards will be entitled to collect from the department their reasonable personal and travelling expenses incurred in connection with the journey between their homes and the yards.

In connection with the concession as granted by the railways and by the department, the Minister is anxious that every facility possible may be afforded to shippers through the services of the officers of the Dominion livestock branches stationed at the various stock yards throughout Canada. These men are in close touch with conditions at the markets, and are instructed to give every assistance in their power. They have been given full details regarding the freight concessions here enumerated, and inquiry regarding these should be made to them direct, or to the acting Livestock Commissioner, Department of Agriculture, Ottawa.

NEW ALLIED TONNAGE.

Figures of the new tonnage built during the six months from October, 1916, to April, 1917, were published by the Bureau Veritas and reproduced in the Paris Temps recently. No distinction is made in the figures between steamers and sailing vessels, but the number of the latter cannot be large:—

	No. of ships.	Gross tonnage.
Great Britain	261	680,946
United States	150	484,381
Holland	103	190,619
Japan	46	128,913
France	42	61,988
Italy	20	34,051
Norway	42	34,044
Denmark	20	26,348
Sweden	26	20,023
Spain	7	4,422
Chili	3	823
Russia	5	750
Portugal	3	216
Total	728	1,667,524

SHIPPING LOSSES.

LONDON, October 3.

Eleven British merchantmen of more than 1,600 tons each and two vessels under 1,600 tons were sunk by mines or submarines last week, according to the British Admiralty statement, made public.

The shipping summary follows:

"Arrivals, 2,680; sailings, 2,742.

"British merchant vessels sunk by mine or submarine, over 1,600 tons, including two previously, 11; under 1,600 tons, 2; fishing vessels sunk, none.

"British merchant vessels unsuccessfully attacked, including seven previously, 16."

The statement of the British Admiralty again lowers the aggregate of British merchantmen sunk by mines or submarines during any week since Germany began her intensified campaign. As against fifteen vessels sunk the previous week, which was the low record since February, only thirteen merchantmen are shown to have been sent to the bottom last week.

The total of all losses to world's shipping since Germany's ruthless U-boat war went into effect aggregate about two-thirds of those claimed by the Germans in a statement issued September 1. At that time the Germans alleged that an average of 900,000 tons had been sunk monthly for seven months.

The actual totals of tonnage sunk, as compiled here show that not even during the most successful month for the U-boats—April—have the figures reached any such proportion, while the August losses dropped to almost half the April figure.

U. S. SHIPBUILDING.

The U. S. Shipping Board says that nearly 1,200 merchant vessels of about 6,000,000 tonnage will be completed within a year. Completion of ships commandeered in shipyards will give country fleet of 1,600 ships with total tonnage of 9,000,000. In addition, board will complete in 1919 vessels, contracted for and under negotiation, of about 4,000,000 tons. United States now has total overseas tonnage of 2,400,000 to which has been added 700,000 tons of German and Austrian shipping. Great Britain's present ocean-going tonnage is about 15,000,000; Japan has 2,000,000 tons; Italy, 1,950,000; France, 1,880,000; Norway, 1,650,000; Holland, 1,475,000; Sweden, 860,000; Denmark, 690,000; Spain, 750,000; Russia, 550,000; Portugal, 200,000 and all South America, 800,000.

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